PY D3136.14/4 C.1
Military and Civil Defense
Commission for
Memorandum

nsylvania
DOCUMENTS

January 5, 1951

MEMORANDUM

The Hopley Report issued in October, 1948, indicated a definite need for a plan dealing specifically with Civil Aviation in Civil Defense. Various National groups as well as a number of State Aviation bodies prepared suggested plans while a plan submitted by the Emergency Aviation Council was finally adopted December 12, 1950. The Council which prepared and submitted this Plan to the various governmental bodies was composed of thirteen National Aeronautical organizations.

American Association of Airport Executives
Aircraft Industries Association of America, Inc.
Aviation Distributors & Manufacturers Association
Airport Operators Council
Aircraft Owners and Pilots Association
Aeronautical Training Society
Air Transport Association of America
Corporation Aircraft Owners Association, Inc.
National Aeronautic Association
The National Air Council
National Association of State Aviation Officials
National Aviation Trades Association, Inc.
National Flying Farmers Association

The Pennsylvania Plan closely adhers to the National Plan and was approved by a Panel composed of sixteen individuals representing all segments of the Aviation industry. Following their approval the Plan was officially adopted December 19, 1950. These gentlemen and their affiliations are herewith listed.

Mr. Clifford Ball
Pittsburgh, Allegheny County
President, Pittsburgh Aero Club

Colonel J. Victor Dallin
Philadelphia, Philadelphia County
Chief of Philadelphia Bureau of Aeronautics
Airport Operators Council

Mr. William J. Graham
Butler, Butler County
Airport Owner
Aeronautical Training Society

Mr. Oscar L. Hostetter
York, York County
Airport Owner
Pennsylvania Aviation Trades Association

Mr. Leonard F. Koster
Pittsburgh, Allegheny County
District Sales Manager, Trans World Airlines
Representing Airlines

Mr. Kenneth T. Kress
Allentown, Lehigh County
Supervising Agent
Civil Aeronautics Administration

Mr. Selwyn J. Lewis
New Wilmington, Lawrence County
Pennsylvania Flying Farmers Association

Mr. William N. Luther
Salix, Cambria County
Chairman, Aviation Committee
Pennsylvania Junior Chamber of Commerce

Mr. C. L. McMillen
Erie, Erie County
Airport Owner
Representing Flight Training

Colonel P. F. Neuweiler
Allentown, Lehigh County
Commanding Officer
Civil Air Patrol

Mr. Melvin H. Nuss
Reading, Berks County
President, American Association of Airport Executives

Mr. William T. Piper
Lock Haven, Clinton County
President, Piper Aircraft Corporation
Representing Aircraft Manufacturers

General Albert H. Stackpole
Harrisburg, Dauphin County
Representing Pennsylvania National Guard

Mr. Joseph A. Simcock
Drexel Hill, Delaware County
Representing Aero Club of Pennsylvania
Naval Reserve

Mr. Harold D. Swank
Scranton, Lackawanna County
Airport Operator
Representing Charter and Air-Taxi Service

Mr. Alfred L. Wolf
Montgomery County
Aircraft Owners and Pilots Association

Following all civil defense plans, there was established a "Chain of Command", with William L. Anderson being appointed Chief of Aviation, Headquarters Control. With the cooperation of his Advisory Panel he recommended to Colonel Alton C. Miller, Director of Military and Civil Defense for Pennsylvania, individuals to become County Chiefs of Aviation. These County Chiefs of Aviation will in turn form a County Aviation Advisory Council, whose duties will be to assist and advise the County Chief. The County Chief and the members of his Council should be well versed in all phases of Aviation and should be composed of business men, physicians, attorneys, members of service clubs and similar groups who are pilots. One member of this Council should be the ranking member of the Civil Air Patrol. However, he may not function as County Chief of Aviation due to the possibility of military commitments. In the event that a "County Chief" or "Air Deputy" has been previously designated by local authorities, it is our recommendation that this individual be included as a member of the County Aviation Advisory Council. Approved forms for the registration of airmen as well as forms for the registration of aircraft will be forwarded in the near future to the County Chiefs of Aviation.

William L. Anderson, Chief of Aviation, has appointed D. L. Miller, Deputy, and William S. Hall, Assistant Deputy, all of whom may be reached at the Harrisburg State Airport (Harrisburg 4-3024). In the event that they are not reached at the above number, an attempt should be made to contact them at their residence, Mr. Anderson at Hummelstown 195 R1, Mr. Miller at Harrisburg 8-0268, and Mr. Hall at Harrisburg 4-8911.

no. 1

1 January 20, 1951

MEMORANDUM

TO: ALL COUNTY CHIEFS OF AVIATION

FROM: D. L. MILLER
DEPUTY CHIEF OF AVIATION

Enclosed please find the following data, arranged in sequence, and which should be studied as indicated below. A copy of all data included herein has been forwarded to the County Coordinators.

It is suggested, in view of the fact that this and other material regarding Civil Defense, being of an important nature, that you prepare a separate file for the subject - Civil Aviation in Civil Defense.

I. Appointment letter

II. Copy of letter to County Coordinator

III. Memorandum - Dated January 5, 1951

IV. Memorandum # 2

V. Pennsylvania Plan for Civil Aviation in Civil Defense

VI. Pennsylvania Aeronautical Chart

D. L. Miller
Deputy Chief of Aviation

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January 22, 1951

MEMORANDUM

INSTRUCTIONS AND SUGGESTIONS TO PENNSYLVANIA COUNTY CHIEFS OF AVIATION

You will find enclosed with this memorandum a number of copies of the "Pennsylvania Plan for Civil Aviation in Civil Defense", along with other pertinent data. The additional copies included with this Plan are intended for the various members of your County Aviation Advisory Council and other interested parties. Included also is a Pennsylvania Chart ("obsolete for navigational purposes"), which will not be published this year due to the existing emergency. Should you require additional copies of the Plan or other data kindly notify us and they will be forwarded to you as soon as additional copies are delivered from the printer. Certain parts of this material will be augmented as the necessity arises.

It is suggested that you immediately prepare to form your Council, and that prior to doing so you discuss with the County Coordinator the individuals that you believe should be included as members of the Council.

This Council should consist of a minimum of three members, which depends to a great extent on the population, the number of airports, and their location in the county. In appointing members to your Council it is advisable to appoint pilots who may or may not be commercial airport operators but should be outstanding personalities in the various professional and business fields. Above all they should possess enthusiasm, and a willingness to cooperate and spend many hours of thankless endeavor in order to assist in the formulation of a well organized group prepared to render assistance in any emergency.

Considerable thought should be given to their selection, following which a meeting should be called and a very thorough study and discussion of the problems that arise should be undertaken. It is of extreme importance that a thorough study be made of the Plan and that certain work be delegated to the various members of the Council who should carry out their assignment with dispatch in order that the Plan may be put into action in the immediate future.

Regardless of your plans, your organization and the preparations you make you may rest assured that it will never be sufficient in the event of an "all out" attack or an extreme emergency. Your problem, therefore, is to do the very best you can with that which you have, constantly endeavoring to produce and maintain an organization that is "on the ball", and both able and willing to act with a minimum of delay.

It now becomes your duty, with the aid of your Advisory Council and any others who will render assistance, to determine the tools you have to work with. These tools consist of pilots, mechanics, and other ground personnel in conjunction with commercial airports, private airports, and satellite fields which you may be forced to employ in the utilization of certain transportation problems requiring the use of many types of aircraft. Please bear in mind that Pennsylvania may be forced to utilize the presently licensed 10,000 to 15,000 pilots and from 3000 to 4000 aircraft in the transportation of personnel and supplies.

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Should Russia and her equally despicable satellites enter into an attack upon this country it is an assured fact that Pennsylvania will be a "Prime" target, because of the tremendous facilities within our borders. An indication of which is given by the following reported freight-car loadings furnished by the United States Department of Commerce. Pennsylvania loads and transports three and a half times the amount of material transported in New York State, six and a half times the car loadings of the entire New England States, while it equals the tonnage of all materials produced in the combined states of Ohio, Indiana, and Michigan. The greater proportion of these materials are produced in communities of approximately 10,000 or less population and we have a larger total of such communities than the New England States.

In the event of an atomic attack on any of our larger cities a minimum of 200,000 casualities may be expected. Approximately 125,000 of this number will require some type of medical assistance. In order that you may visualize the tremendous task we may face, I shall enumerate the requirements in medical supplies alone, not including equipment such as cots or bedding, nor does it include morphine and other narcotics which are stocked separately. These requirements are for one thousand, repeat, one thousand casualities only.

The medicants including various types of gauze dressings and medical instruments weigh 19, 218 pounds. To store this amount requires 1340 cubic feet, or two-thirds the space available in an average box-car. This material, at today's cost is $21,125.00 and to transport these supplies necessitates the movement of 537 packages weighing from 3 to 70 pounds.

From the above statistics which have been supplied by government sources you may readily realize how absolutely fantastic your problem may be, which again tends to verify the statement previously made to the effect that regardless of what you accomplish it will never be sufficient.

Within a short period of time you will be furnished through this office a number of forms which must be compiled, in order that you may furnish your County Coordinator and this Headquarters a complete list of aircraft presumed to be manned, and able to render various types of assistance not only to those communities in your own county, but to other counties as well, and in some cases to adjoining states. One of these forms will indicate "Airmen Qualifications" which will include pilots and mechanics. Another form will be known as the "County Aircraft Inventory". You will also receive additional forms, one of which will summarize the pilots, and the other the aircraft, both on a county wide basis. Copies of the summary only will be furnished the County Coordinator and this office, in order that your Coordinator and Mr. William L. Anderson, who was appointed State Chief of Aviation for Civil Defense on October 6, 1950 may be able to coordinate Aviation activities in Civil Defense with Colonel Alton C. Miller, the Director of Military and Civil Defense for Pennsylvania. Through such a procedure will be established a "Chain of Command" and thus the proper utilization of aircraft and airmen throughout the State will be accomplished. Referring to page five of the Pennsylvania Plan you may readily visualize its complete operation, extending from the Director of Civil Defense through the State

Chief of Aviation, to the County Chief of Aviation, and thence to the airmen and aircraft operators throught the State, who are the very backbone of the organization and upon whom with your energetic support, rests its accomplishments.

Colonel P. F. Neuweiler, Wing Commander of the Civil Air Patrol, with Headquarters at Allentown, has been appointed a member of Colonel Alton C. Miller's "Headquarters Control". In this capacity, under the direction of the State Chief of Aviation, he will command all activities of the Civil Air Patrol while acting in cooperation with any County Coordinator. In practically all of the sixty-seven counties of the State, there are numerous members of the Civil Air Patrol, an auxiliary of the United State Air Force, and as such they are subject to military orders. Over a period of years this organization has entered into many and various types of training problems, orders for which usually emanate from the Washington Headquarters of the Civil Air Patrol. They are supplied in many cases with various pieces of government equipment which has and which will prove very effective in the problems that confront us. In a number of instances they have formed"Mobile Support Units" in various sections of the State, including Communication Systems, Messing facilities and other auxiliaries which can be placed at the disposal of County Coordinators in certain emergencies. A number of missions have been assigned this organization by the Washington Headquarters and it is presumed that they will carry out these functions which includes "Search and Rescue" operations, "Submarine Patrol", "Power and Pipe-Line Patrol" as well as a number of other assignments. Should any of your personnel desire to do so they will be welcomed by the authorities of the Civil Air Patrol in many of their training practices, and when on such an assignment will be furnished with gas and oil by the Unit, although they need not be members of the Civil Air Patrol.

Numerous individuals whose services will be utilized by the County Chiefs of Aviation will be on a strictly civilian basis and as such will not be required to attend any training mission nor shall they be required to wear any type of uniform. However, it is presumed that at a later date a distinctive shoulder emblem which will be furnished through this Headquarters may be worn. In view of the fact that the majority of your pilots will have had considerable flight experience it is not deemed necessary that any training be presently required. However, it is very desirable that immediate steps be taken to bring up to date if necessary, such requirements as medical certificates, radio licenses and eventually to complete a "Pilot Identification Form" which will be made available through field representatives of Civil Aeronautics Administration within a maximum of sixty days. It is also of extreme importance to install in all aircraft that may perform cross country missions, "two-way" radio.

In studying the Plan one of the first questions that will probably arise is in what phase are we now operating. The answer to that question will be found in Part II "Operational Procedures" under the paragraph termed "Introduction", where under "Condition I" is indicated "National Military Emergency not declared, but anticipated".

Numerous other questions will no doubt arise in your mind, and in the minds of those of your Council members as to the many details concerning the successful operation of this Plan. At the moment, no one can satisfactorily answer many such questions, nor is it presumed that all questions will be satisfactorily answered. However at a later date a number of meetings will be held throughout the State and at which time a representative of "Headquarters Control" will be present. County Chiefs of Aviation and members of their Council should attend these gatherings in order to clarify questions or problems that have arisen and so to seek the solution and possibly augment the Plan. You will accordingly be notified as to the time and place of such meetings, in the interim you will receive further instructions and it is suggested that should certain questions require immediate action that you contact this office in an attempt to clear up the existing situation.

Immediately following the formation of your Council we would appreciate being notified that it has been completed. Kindly include the names, addresses and telephone numbers of each of the members of your Council, indicating them in sequence so that in the event of your absence the second in command can be notified. We should also be informed as to the Civil Air Patrol's representative on your Council, including the other pertinent data.

D. L. MILLER
Deputy Chief of Aviation

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3 January 30, 1951

MEMORANDUM

TO: COUNTY CHIEFS OF AVIATION FOR CIVIL DEFENSE IN PENNSYLVANIA

Gentlemen:

A number of questions have arisen since the inauguration of the Pennsylvania Plan for Civil Aviation in Civil Defense, and on which clarification appears necessary. One such question is the following - "Just what do we do in the way of training?" Actually neither you nor your pilots are expected to do any training, for all that is necessary is the ordinary skill required to transport personnel and supplies, particularly medical, in the event of a disaster. It is presumed that you have a specific number of aircraft equipped with radio and manned by capable pilots who can make a Cross Country flight under normal weather conditions. that being the case, there is no apparent reason for training.

Memorandum # 2 which has previously been sent to County Chiefs of Aviation indicated the fact that neither drills nor uniforms would be a part of Civil Aviation in Civil Defense in Pennsylvania. However, there is a distinct possibility that some type of shoulder emblem will be issued from "Headquarters Control" at a later date.

It is not presumed that any formations or any meetings will be held except at the outset of the Program and then only in order to clarify various problems.

Please keep in mind that anything you do now or in the future is on a purely voluntary basis and generally follows the idea of the "Good Samaritan". At the present time, there is no means of reimbursement although it has been previously suggested that accurate records be kept which will in a measure substantiate all expenditures should money be appropriated to provide for such services.

Included with this memorandum are a number of copies of four distinct forms and a letter of instruction indicated as Sheet 1.a., which should be thoroughly studies prior to the preparation of forms Number 100, 101, 102, and 103. In studying the above mentioned forms you may in certain cases note that complete information has not been sought. In order to keep down the amount of detail we have included only those questions that are necessary to derive the required information for Civil Defense. Single copies of these forms including the instruction sheet will be sent to all commercial operators in order that they may have a chance to review these forms and be in a position to assit you in their compilation, which should be in the near future.

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Additional forms are being forwarded you, Parcel Post, in order that in conjunction with your council and the various airport operators they may be compiled. Upon their completion forms 102 and 103 only will be returned to this office, while copies of these same forms should also be furnished your County Coordinator so that "Headquarters Control", the County Coordinator and yourself, as County Chief of Aviation, will have a clear cut picture of what may reasonably be expected to be available in the event of a catastrophe.

It is presumed that you have obtained the services of others conversant with the aviation problem to serve both as advisors and as working members of your Council. It is, therefore, requested that you forward "Headquarters Control" a complete list of this Council including their names, addresses and telephone numbers.

Kindly address all material and communications relative to Civil Aviation in Civil Defense to William L. Anderson, Chief of Aviation, Headquarters Control, Harrisburg State Airport, New Cumberland, Pennsylvania.

D. L. MILLER
Deputy Chief of Aviation
for Civil Defense

cc: County Coordinators
Commercial Airport Operators

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no. 4

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February 8, 1951

MEMORANDUM

TO: ALL OPERATORS OF PRIVATE AIRPORTS

FROM: D. L. Miller
Deputy Chief of Aviation for Civil Defense

Enclosed herewith is a portion of the material which has been forwarded to all County Chiefs of Aviation and to "Commercial Airport Operators". This material is being forwarded to you in order that you will be conversant with the program and lend your cooperation to your County Chief of Aviation in Civil Defense.

D. L. MILLER
Deputy Chief of Aviation
for Civil Defense

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No. 5

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February 15, 1951

MEMORANDUM

TO: COUNTY CHIEFS OF AVIATION IN CIVIL DEFENSE FOR PENNSYLVANIA

FROM: D. L. Miller
Deputy Chief of Aviation for Civil Defense

In order to cooperate with you and your County Coordinator it is imperative that we furnish in the immediate future a mimeographed list that will indicate the names, addresses and telephone numbers of the sixty-seven County Coordinators, their deputies where such have been appointed, the County Chiefs of Aviation, and their required second in command. The information that is delaying us at the moment is the fact that we have not received from the County Chief the names, addresses and telephone numbers of their Council members which was requested in our Memorandum # 2, page 4, dated January 22, 1951.

In view of problems that are presently confronting us we respectfully request that this information be forwarded this office at your earliest opportunity.

D. L. MILLER
Deputy Chief of Aviation
for Civil Defense

cc: County Coordinators

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